



**Oct. 2020**

Volume 63 Issue 10

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## Next Event

October 10

11:30

Link via member e-blast or contact [vicepresident@eaa35.org](mailto:vicepresident@eaa35.org) for your login

Runway 35 is published monthly as a free service for our members and our flying community by EAA chapter 35.  
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## It's the Ghosts, by Chuck Fisher

She's a great flying plane and my wife loves to fly in her. That's probably enough of an answer to "why did you pick this plane?" But it really isn't the whole answer. I was asked recently why I chose a 70+ year old former military Navion (L-17B) when I could be flying a more modern 4 seater with a lot better speed, performance, bells and whistles. I could certainly be flying a plane that doesn't have hydraulics, retractable gear, and periodic leaks that seem to always need some sort of tightening or fixing. Indeed I could.

Hmm. And, it's not just that Navions are a bargain on the market and I am a cheapskate, not just that they are hefty, stable and fly like an airliner, not just that they are unique in appearance and construction.

It's the ghosts.

Like many of your airplanes, mine has been through many owners and "lived" through much of modern American history. The lines and design embody a curvy Art Deco transition from the pre-WWII tube

and cloth, velour and wood lined luxury liners to the post war aluminum utility machines borne of the huge military aircraft manufacturing machine. She was crafted by designers who rolled up the blueprints for the P-51 and scratched their heads for something equally robust but applicable to a nation at peace (well, at least for a few years). Each part was hand-made and assembled by war-time builders, most likely long passed.



48-1060 (now N10133) in Ryan factory photo 1949

Mine has a military history, but others of the same marque were the pride and joy of entertainers, stars and starlets, businessmen, doctors, ranchers and more. Every one of them is a piece of our American heritage.

Mine was flown by members of the New Hampshire National Guard, as a ride for their commanders, or equally likely their supply officers. She was flown on Civil Air Patrol missions, gave flying lessons and was the flagship of an aero club. Along the way, she was touched, caressed, cussed and loved by hundreds of hands. Many left traces. Now I

*(Continued on page 4)*

Aerobatics  
 Competing  
 What it takes, why I do it!  
 Questions, & Answers via Zoom

By: Andrea McGilvray  
[See Pg 11 for intro](#)



## PRESIDENTS COCKPIT

DARREN MEDLIN



Welcome to this month's newsletter. If you attended our last online gathering, I am sure you are planning an in-person visit to the WASP museum in Sweetwater TX. What a great group of women aviators whose story and history inspire us today. If you attended our last VMC club you reviewed and discussed John F. Kennedy Jr's plane crash in 1999. We had

experienced pilots from outside the local area share some great insights. Much more to come.

Announcement: Annual Membership Meeting, 12 pm, 14 November. I need your help. Your chapter is a 501(c)(3) tax-exempt organization and our organizing bylaws require an annual membership (business) meeting. At these meetings we vote on proposed changes to the bylaws and issues the Board of Directors or general membership believe warrant a member vote. In even numbered years we also elect chapter officers. The annual membership meeting requires 25 percent of the voting membership to participate in person, or by-proxy, and this year the meeting may be held online as a Zoom meeting.

The meeting generally follows Roberts Rules of Order, so a recommendation is phrased as "I make a motion that....." The presiding officer asks if anyone seconds the motion. If someone does, a discussion period begins. A vote is held once the discussion period ends unless the motion is withdrawn. Any chapter member can make a motion. At this time, I know of three items that will be proposed as motions for you to vote on. These are:

- 1) A motion that the Board of Directors appoint a committee to write a contract for renters of chapter hangar space and that the membership approve the statement "the purpose of the EAA 35 hangar rental space is for active aircraft building, restoring, repairing or chapter specific programs vs long term project storage or non-aviation related activities."

Rationale: Currently renting space in the chapter hanger is by verbal contract. Without any documentation it is not clear renters are fully aware of the chapter's intent for these spaces.

- 2) A motion that bylaw language be changed to reflect new officer terms beginning in January of the year following their November election.

Current bylaw language reads "The term of each such Officer shall be two years and shall end at the second succeeding annual membership meeting after his or her election."

Proposed language is "The term of each such Officer shall be two years. Elections will be held at the second succeeding annual membership meeting after his or her election. For elections held in November the new officers will replace the incumbents on January 1<sup>st</sup> of the following."

Rationale: New officers now assume office immediately after election. The December meeting is the holiday party and member recognition. The outgoing president and officers should be the ones recognizing the great work done by members over the past year. Newly elected officers need the time to get a pass-on briefing from the outgoing officers so they can prepare a budget and activity schedule for the board of directors to approve in January.

- 3) A motion that bylaw language be changed regarding Past Presidents serving on the Board of Directors.

Current bylaw language reads "The Board shall consist of those four (4) Principal Officers of the Chapter, three (3) Directors appointed by the President from the ranks of the Past-Presidents and three (3) Directors appointed by the President from the membership at large."

Proposed language is "The Board shall consist of those four (4) Principal Officers of the Chapter, three (3) Directors appointed by the President from the ranks of the Past-Presidents and three (3) Directors appointed by the President from the membership at large. In the absence of an available past president, the president may temporarily appoint a member at large until such time as a past president is able to occupy that voting position."

Rationale: Your volunteer board is responsible for running the business of the chapter. Candidates to fill the Past-President positions have resigned for personal reasons and replacements have not been found. The board approved temporarily filling those positions and this motion codifies that decision in the bylaws.

If you have read the column this far, you should consider becoming a chapter officer or committee chair...someone has to make the sausage. If you have questions or comments please email me at

[president@eaa35.org](mailto:president@eaa35.org). Fly safe and hope to see you soon!

Darren Medlin



## CHAPTER BULLETIN BOARD

### Reklaw flyin will still be held

Oct 23,24,25

<https://www.youtube.com/watch?v=K94NSvGekg>

[https://www.youtube.com/watch?v=Fxrm\\_MD4mAo](https://www.youtube.com/watch?v=Fxrm_MD4mAo)

<https://www.youtube.com/watch?v=YRFJswPZDNE>

<http://www.reklawflyin.org/>

The youtube video shows what the airplane activity looks like.

The camping at the event is also quite nice. There will be a food trailer.

### HELP WANTED

Here is your chance! We need a few volunteers to help with a host of projects and maintenance activities for your chapter. We'll update this section with photos of your success and new volunteer opportunities as they come up.

**FINISH/SEAL ADIRONDACK CHAIRS** – 2 volunteers needed to seal the new Adirondack chairs using either spray or brush finish. Contact Paul Wurster [secretary@eaa35.org](mailto:secretary@eaa35.org)

**FABRICATE PROTECTIVE BARRIERS/FRAME** – 2 volunteers are needed to fabricate protective Vinyl barriers for the clubhouse serving area and a frame/curtain for the treasurers desk – contact Jane Kellogg [jkellogg@kelloggllc.com](mailto:jkellogg@kelloggllc.com)

**FACILITY MANAGER** – 1 motivated individual who can maintain a schedule of clubhouse events and maintenance needs. Position includes chapter provided enterprise email account ([facility@eaa35.org](mailto:facility@eaa35.org)), calendar and other online tools. Coordinates meal service plans for meetings and keeps the board of directors informed about facility maintenance needs.

**There will be no planned Meal at this time.**

### Virtual VMC Club

VMC Club Date: Friday October 16, 2020

Time: 6PM

Location: Virtually on Zoom

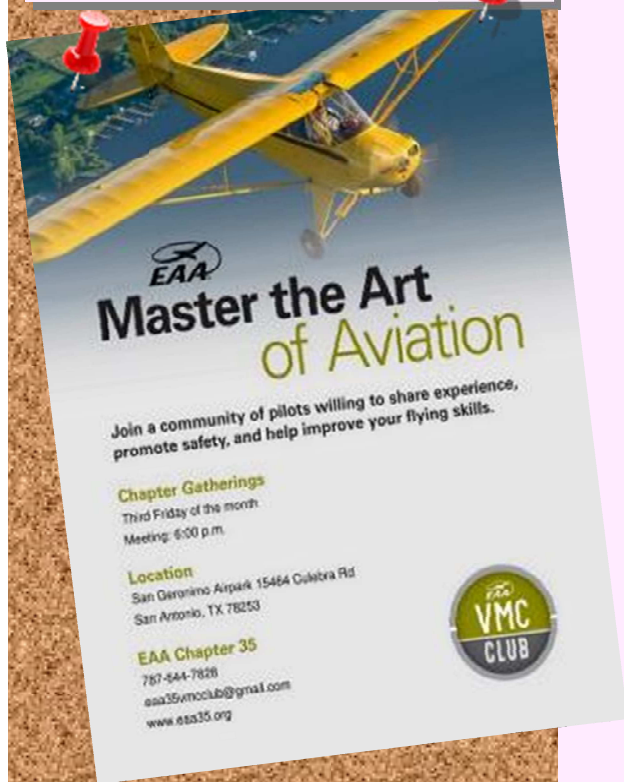
Topic: To Hold or Not to Hold

**Description:** In a cooperation with the National Air Traffic Controllers Association (NATCA), the EAA Chapter 35 VMC Club will be discussing how to prevent runway incursion in the Hold Short area of the runway. We'll also discuss best practices while taxiing provided by the NATCA, and we will have Open Hangar time so we can discuss other subjects that the participants wish to discuss. As always, let's have fun talking aviation and be safer pilots.

Rafael Cortes  
EAA Chapter 35  
VMC Club Program Coordinator

This webinar has been scheduled and airmen have been notified.

Earn your WINGS to get a chance to win a cash prize. Go to [www.mywingsinitiative.org](http://www.mywingsinitiative.org) for more info. Join us on Facebook: <https://www.facebook.com/groups/GASafety/>



**Continued ...It's the Ghosts,** By Chuck Fisher

(Continued from page 1)

am her caretaker, but she came to me from them.

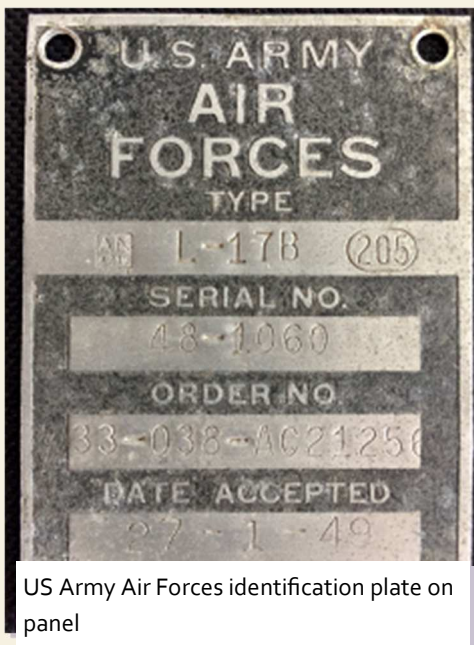
They are the ghosts.

Your plane, unless you built it, also has ghosts. They are the builder who lovingly crafted her from bare metal. They are the young pilots who learned to fly in her or the old pilots who left their wings in the seat as they deplaned after their last flight. They are the mechanics who left pieces of knuckle on her to keep her well and flying...as a doctor does for his patient. Those are the names in the logbooks, flight logs (if you have them), and old photos. They are as much part of your plane as are the seats and fabric, and the ghosts have left clues...if you look for them.

Here are a few of the traces of my planes past. Finding them is similar to researching your genealogy, just for a plane. The fun, though, is finding the stories and people behind the entries.

Planes have a birth certificate. Mine is reflected in not only its identification plate, affixed to the aircraft, but also a second affixed to the panel, and to the corresponding Individual Aircraft Data Record Card on file with the Air Force Historical Research Agency.

Affixed to an interior panel was an inspection tag stamped by the Ryan builder, and by the government inspector. Their names are lost to history, but they were there, and left their mark. Other parts,



US Army Air Forces identification plate on panel

obscured by panels (more on my prior plane), still have original ink stamps from the inspectors. And as layers of paint were peeled away during restoration original US Army field paint and markings showed through. Those are the handprints...of the ghosts.

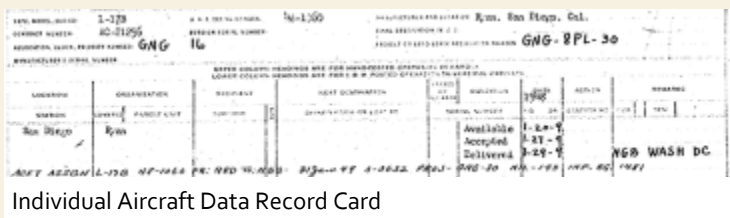
I know the unit she was assigned to from the military maintenance records that survived. Most military records did not survive with

their planes, but some did, and that previous owners preserved these, gives my plane a heritage.

My plane left the active military in 1958, joining the aero club at Fort Devens, now Manchester Mass. I know that from the logbooks

when Ernest C. Yost transcribed her total hours from the military 781-2 (which I wish I still had) to a civil logbook.

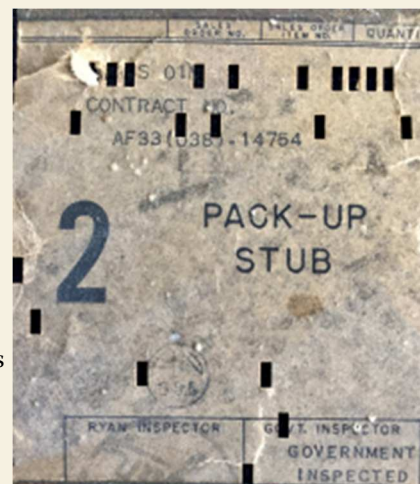
Ernest C Yost, the mechanic who accepted the aircraft from the military was also a pilot, instructor and mechanic with the Fort Devens flying club. A contemporary newspaper account (1963) states he was a national guard Sgt. Newspapers describe him giving youth flying days and giving youth flights back in the early 1960's



Individual Aircraft Data Record Card

akin to what we would now call Young Eagles flights.

The logbooks show he flew the airplane all over the US including swings through Texas with a long list of other pilots. Back then, the logbooks kept not only mechanical entries, but also, actual flight logs. Mr. Yost's last entry is from 1976. Previous owners kept some of that history in photographs like these from 1966 and 1973.



Inspection stub stamped by Ryan inspector and by the US Govt. inspector before release.

Here are a series of entries from 1958 that could be easy to overlook in which Mr. Yost and passengers spend several days

RECORD OF TRANSFERS			
ORGANIZATION AND LOCATION	INSPECTED	DATE	HOURS OF FIRED SIN OVER
Hq. Btry, 172nd FA Gp: Grenier AFB NH	JWS	R 18May54	00:
Hq. Btry 172d FA Gp, Grenier AFB, NH	R. Yost	S 5May58	468:

Excerpt from military Form 781 for a propeller blade inspection

flying search missions. There are lots of CAP mission entries in the logbooks, but a quick review of the newspapers from the area tell the rest of the story of these entries as CAP members frantically searched for an aircraft from their home field (Manchester NH) whose pilot radioed that he was disoriented in the fog. He and his young family perished, and it is likely these

(Continued on page 5)

# Continued ...It's the Ghosts, By Chuck Fisher

(Continued from page 4)

DATE	FROM	TO	NATURE OF FLIGHT	DURATION	TOTAL TIME
8/12/58	—	—	FROM Military 781-2	557.35	Since G
This A/cft was given a 100 Hr following work has been accomplished.					
Ernest C. Yost					

Logbook entry 1958

searchers were looking for their friends.

My plane was transferred to Tarrant County College where for years she was a maintenance trainer. Having outlived that, though, like many old planes she was disassembled and abandoned.



The front office in 1966

She was rescued from a salvage heap by Mark Cyrier up in Fort Worth. Used for years as a trainer for mechanics, she'd outlived her usefulness and spent many years in the weeds. Mark understood her history, and brought her

back to life. He sought out the former pilots and maintainers, and actually took some for a flight. He researched her genealogy, and I have him to thank for



My airplane in 1973

much of this. Having flown her to camping spots, fly-ins and Oshkosh, now he and his partner-restorer are part of my airplane's long history.

I became the next and current caretaker for a tiny piece of Americana

6/29/58	Felby	Stirling	Ins.	0020	947.10	Ernest C. Yost
8/29/58	Stirling	Felby	Prof.	0025	947.25	Ernest C. Yost
8/30/58	Felby	Stirling	CA Mission	15	947.40	"
8/30/58	Stirling	Seaborn	Mission	155	948.30	"
8/30/58	Miller	Seaborn	Mission	100	949.35	"
8/30/58	Stirling	Turner	Mission	700	950.35	"
6/20/58	Valper	Felby	Via Stirling	35	951.10	"

as Mark began restoration of another priceless abandoned aircraft. It is little odd sometimes to be using maintenance manuals and publications that are yellowed and brittle with age, and find the best technical experts among other owners who learned at the knee of prior owners over the decades. But my role is to preserve what we have, and learn more if I can. And, each time I wash the bugs off the plane, I'm somehow aware that I am far from the first to do so.

So, "Why didn't I get a modern plane with fancy new avionics, modern systems and better performance?" they asked. Because, for me, it isn't just about the aluminum and leather.

It's the ghosts.

## Giant Search Pressed for Missing Plane

The first good flying weather in days today allowed the Civil Air Patrol to carry out a mammoth search for a light plane missing since Sunday night.

An armada of planes took off shortly after 8 a.m. today, and made a sweep across Massachusetts from the Rhode Island to the New Hampshire line seeking a trace of the three men and a child believed to have perished.

Civil Air Patrol Capt Jo-

Newspaper clipping from the Boston Globe August 1958



Years of waiting in a field



N10133 restored in Mark Cyrier's amazing hangar museum.



## PRE-BUY—Understanding is key to a good buy

by Mark Julicher

About half of the airplane purchasers I have known got a pre-buy inspection as part of their deal. The other buyers trusted their own judgment and trusted the seller. Both approaches have advantages and disadvantages and neither is fool proof. Recognizing that you may be a prospective buyer that will opt not to get a pre-buy inspection, this article might prevent you from purchasing a money pit.

*A word of warning: In 2015 we at Hangar 64 did major work on three recently purchased airplanes. In one case it cost the owner more than the purchase price to get it airworthy because the plane was out of conformance with its type certificate. In the second case it cost over \$10,000 to put the plane into safe condition because there were serious propeller and airframe problems. In the third case the plane had rotted fabric and rotted wood and required a total rebuild. In each case, a pre-buy inspection would have revealed the issues.*

I prefer to begin a pre-buy inspection in the **logbooks and aircraft papers**. Good papers tell a story. So do bad papers.

I look to see if the engine and airframe are **in annual** and to see if there is damage history. Is the engine original? If the engine and propeller are not original is there a logical reason that they were replaced? Note the airframe and engine **times**. Later you will check to see if these match the tachometer and Hobbs. How many hours since the engine was **overhauled**? What were the cylinder **compression** values?

When was the **propeller last overhauled**? Some propellers require a periodic teardown so ensure that you are not buying a \$5,000 surprise.

How long ago were the **magnetos** worked on? When is the **ELT** battery due?

Is there are current **pitot-static check** and **transponder/encoder** check? Those can get expensive if there is a leak in the system or an instrument has a broken seal. When you get to the cockpit look carefully at the instruments. A cloudy instrument glass probably means a leaky instrument case.

Is there a good **Airworthiness Directives trail**? By “good” I mean is there an actual list of ADs and are there words written to describe how each AD was complied with? I don’t accept statements such as, “All ADs complied with to this date.” Too often that broad-brush statement hides a sloppy AD search. Oftentimes I find an AD search that only included the airframe, engine and propeller and this is gen-

erally insufficient because accessories have ADs too. A weak AD list is not always bad, but it is good to be suspicious.

I like to check the **Owners Manual and the Weight and Balance**. If the airplane was recently painted it better have a new weight and balance. If control surfaces were painted it better show in the logbook that the controls were balanced and if the control surfaces were removed there must be an IA signature when they were reinstalled.

Take time and read the **installed equipment list**. If the avionics are new, was the installed equipment list updated? If an old ADF or Loran was removed does the equipment list and the weight and balance reflect the change?

Look carefully at the **registration and airworthiness certificate**. Sometimes these are missing. Sometimes the registered owner is deceased and it may make a murky path to a clean registration for you.

If this plane is equipped with fuel **bladders**, when were they last replaced? Five or even ten year old rubber may be OK if the plane was kept fueled. Be circumspect of old rubber or a plane that sat unfueled.

Once you get this far on a pre-buy you are about half finished. It is time to determine if the “paper story” matches the “metal story”.

*I have been on a hunt for a certified two place Aerobatic airplane and I asked Mark if he could provide some insight. The answer is even if I, the buyer am not an expert on inspecting or doing a pre-buy, what should be looked at? I have been burned when I purchased my sailboat and the pre-buy inspector did not see some critical pieces and in the end, some very expensive problems showed up. I learned what to look for in my second sailboat the hard way. So IF I had a basic understanding, I can make a much better decision to buy or not to buy before I hire the professional and spend time and money. (Andrea McGilvray)*

Finally, it is time to look at the airplane. This starts with a general impression – the “30-foot preflight.” Look at the condition of the **paint and transparencies**. Poor condition here may indicate a need to look closer for corrosion. Is there hail damage? Does the airplane sit wings level?

Now preflight like you are going to buy it! If you can get a **type-club** checklist or advice then by all means do so.

Type clubs know about hidden problems and places to double check, especially known corrosion points.

Find the airframe and engine **data plates**. If these are missing you are looking at a parts plane. Make sure the airframe and engine **serial numbers** match the logs.

While doing the best pre-flight ever, there are a few things to keep in mind. Look at **plastic and fiberglass** fairings for cracks; check door and inspection panel fit; see that latches work well and secure easily. Look for rusted and pitted landing gear **struts**. Look in **wheel wells**. There should be no **hydraulic leaks** and very little **dirt** on a well-maintained plane. Are the **hoses** pliable or petrified? Is there any sign of fluid on the **brake calipers**? Open a sample of **wing inspection** panels and look for general condition and corrosion. If you can, look under a **floorboard** or two and look for fluid and dirt. Look

(Continued on page 7)

(Continued from page 6)

inside the **fuselage** for cleanliness and cracks and corrosion. Numerous corroded fasteners may mean that the plane sat outside for several years. If it is a vintage plane look for good **fabric** and good **wood**. Look for **water damage**. Delaminated composites can mean big trouble.

Is the **engine** compartment clean? Is the belly clean? Look carefully at fuel and oil **hoses**. **Look carefully at alternator belts**. Rubber items that have life limits. Look carefully at the **propeller**. Try to wiggle and twist the blades. Are any nicks dressed out correctly? Open the spinner and look for fluid.

*How about a pre-buy compression check? If the compressions in the logbook show good and the engine is young I might not do a compression check. If I know the mechanic that works on the plane regularly I might not do a compression check. If the compressions have been trending downward, or the plane does not fly much, or I have any reason to be suspicious then a compression check is a must. If you decide to do a compression check it is best done with a warm engine.*

Finally, get in the plane. Are **controls** smooth? Are any knobs loose or missing? Does the seat operate well? Are the brakes firm? Is the general condition OK? Is the carpet clean? Is there any cracked plastic? Are the **placards** and labels readable? Do all of the **avionics** work?

*Personally, If I don't feel good about it after the Pre-buy, walk away, it is the same things as wishing you were up flying is better than wishing you were on the ground.*

*They make more airplanes!*

I hope this gives you some idea about how to do a decent pre-buy inspection. Naturally there is much more that could be inspected given enough time, but on the other hand it is not practical to dismantle the plane. Apply some judgment and experience and do the best you can.

#### Let me change the subject and suggest some good reading:

Hartzell Engine Technologies has an excellent web site chock full of information about their accessories. If you did not realize it, Hartzell owns several brand names and has service bulletins and trouble-shooting guides on line for much of their stuff in very easy to understand language.

Here is an example from their FAQs:

“My Ammeter shows a steady oscillation back and forth. How can I cure this?”

This is one of many entries on the frequently asked questions page. Go have a look and expect some good education.

You will find Hartzell Engine Technologies at [www.hartzell.aero](http://www.hartzell.aero). This is not the same web site as Hartzell propeller.

#### Vice President Notes for October

October – Really? This year is flying past indeed, and for the first time in a long time things are looking up on the Virus front. Several fly-ins are back on the schedule across the state, and we have not seen the much feared fall spike. Fingers crossed!

I want to thank Lisa Taylor, executive director of the National [WASP WWII Museum](http://www.waspwwii.org) for giving our chapter a personal tour of the facility. She gave a great, very complete tour of the museum up in Sweetwater. There are only a few of our WWII veterans left, so it is great that she and her team are working so hard to keep their legacy alive.

This month Andrea McGilvray will be competing for an aerobicic championship. To do so requires immense discipline, dedication and very specific training. Although maneuvers at an airshow are often made to look haphazard or ad-lib, they are not. Every maneuver is carefully designed and well- practiced. This month Andrea will walk us through some of what it takes to be an aerobicic competitor, and what is required to prepare for a competition or an airshow.



Llano 2019

Alas, we will again do this by Zoom as our county still prohibits crowds as large as ours. So, look for the email and join us on your phone, pad or computer!

We are cautiously hoping to return to an in-person gathering in November if all stays “green” on the virus front. If so, we will do the meeting and chili cook-off in a little different format. Think good thoughts and be safe!



Llano 2019

# EAA 35 Safety Brief



.....(Out, fold in center, laminate, and use to brief GA passengers).....

## Passenger SAFETY Briefing

N \_\_\_\_\_

**S** Seat belts fastened for taxi, takeoff, landing. Shoulder harnesses fastened for takeoff, landing. Seat position adjusted and locked in place.

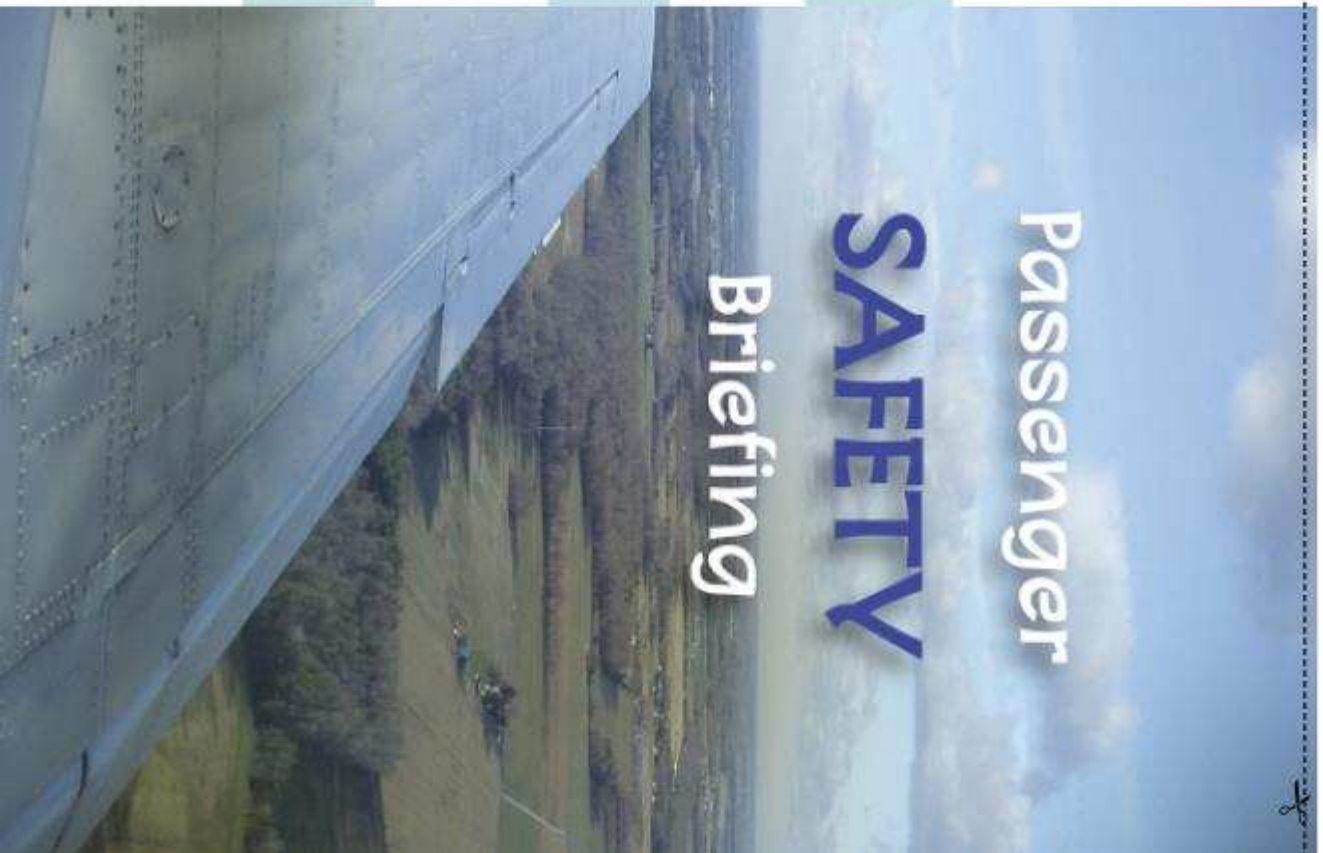
**A** Air vents (location and operation). All environmental controls (discussed). Action in case of any passenger discomfort.

**F** Fire extinguisher (location and operation)

**E** Exit doors (how to secure; how to open) Emergency evacuation plan. Emergency/survival kit (location and contents). Equipment (location and operation).

**T** Traffic (scanning, spotting, notifying pilot). Talking ("sterile cockpit" expectations).

**Y** Your questions? (Speak up!)





—SEE MORE AT <https://www.facebook.com/ea35/> AND ON E-VERSION



Rosa Lea Meek - WASP 1944

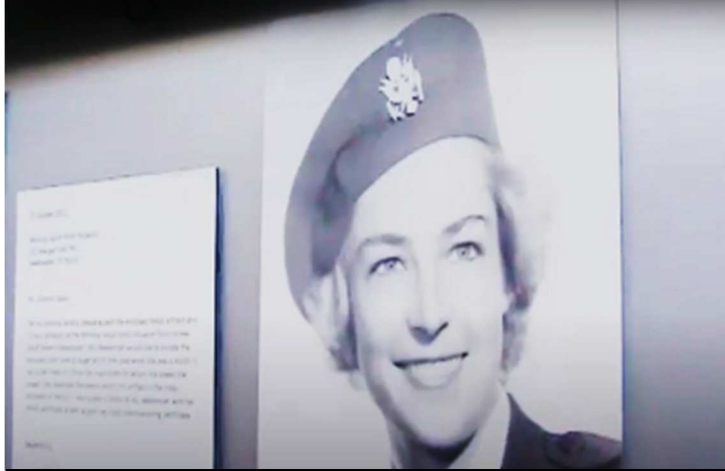


LINK to: [Youtube Video of the WASP WWII Museum Tour](#)



—SEE MORE AT <https://www.facebook.com/ea35/> AND ON E-VERSION PAGE 22

Chapter 35 tours WASP WWII Museum 09-2020



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Chapter 35 tours WASP WWII Museum 09-2020



Rosa Lea Meek - WASP 1944

## October ZOOM meeting—Aerobatic by and with Andrea McGilvray

There are lots of people that feel very strongly to only fly right side up with shallow turns. I believe I had the introduction to other than that in Canada when I got my pilot certificate. In Canada, at every check-ride, a spin is required. My 1st flight instructor (Ted) is an airshow, bush-plane, Aerobatic competitor and now large commercial airline pilot showed me to have no fear. A spin was no different than anything else, and once you do them enough, they are pretty fun.

Of course, Ted also flew a Stearman, and he offered me the opportunity when he had to go practice. So my introduction to aerobatics was not typical. When I saw airplanes do all of their maneuvers at airshows, I was very impressed with their precision. Perhaps one day, is what I said 30+ years ago.

No now it is my turn. I have competed in the IAC Hammerfest in Llano the last two years. Primary was my first year in the Hatz and last year in my Pitts Special SiC in Sportsman. Both years I received a trophy. Last year there was an accomplishment that had nothing to do with the flight, it was a rather stiff 90 degree 12-17 mph gusty x-winds landings.

They say keep your wing down and keep it straight, and my little Pitts landed and rolled out as if there was not even a breeze. That gave me some confidence that nothing else has ever done. The Gusts had me concerned, But not now.

Here are some of the challenges I will be talking about in our meeting:

At best, the routine is full of elements; Birds, Clouds, winds, boundary judges, and of course, the judges.

How to deal with each require more than one usually can imagine. On one of my takeoffs 100 feet off the ground, a vulture came eye to eye with me. When you see the eyeball of a bird, you know you are close! I banked hard left, he banked hard left and wew, we missed each other. I have many stories about birds other than that, but for now, those will be for another time.

Clouds are also a challenge. If they are too low, you cannot fly, and what happened in my 1st year, I took off, and by the time I was at altitude, a thin layer moved in at warp speed. I had to outfly them so I could get back under to come back and land and wait it out!

***Just to start this off right, I AM A BEGINNER at aerobatics, I am not a professional and what I do is in a very capable airplane, really high off the ground! PLEASE BE SAFE!***



Winds are not your friend in aerobatics if you have an audience and especially if you have judges. There is this lovely 3000'x3000'x3000' box that we have to do all of our maneuvers in, So too far out of bounds, you get docked points, also in my case, if I am under 1500 ft of AGL, I will get disqualified, I have to start at 3000ft AGL! So energy management and tricks of the trade to correct for heading and altitude are slowly learned by asking enough other pilots to give up their secrets. I'll talk about some of these in my presentation. How to cheat and not have the judges see are trade secrets.

There are two kinds of routines; The one that the IAC creates as a must fly at least ONE time called the "Known" and then I can create my own routine as long as the points add up to the minimum. This is helpful because some airplanes are better at certain maneuvers than others.

Then comes the main judges and assistant judges. One of the big challenges that we are scored on is "presentation," so even if I am at the right altitude, but at the back of the box, the judges won't see me well and I will be docked points or they will not see my maneuver correctly.

This year whenever I am not flying, I will be an assistant. Ya, a very full day, but when you know what the judge is looking for, I as a competitor can learn to form the do's and don'ts.

So what does a competitor have to look at? We have to look inside the cockpit for altitude, outside on the ground for box markers and location of the judges, and for birds.. Oh YA, you need to read your routine card while flying. Lesson learned. NEVER fly without one, it is as important as your parachute! Why, because if you get nervous, which you will, and if you leave the box for some reason, you have a special method to come back in, and you better come back in the right way, or you will score a hard ZERO on all those nice maneuvers you do backward! So.. YA, lots are going on. I'll talk about what I did and how I progressed from only flying to starting to look inside, seeing altimeter, and laughing.

Ill Explain why I chose the Pitts and what I think of other amazing aerobic airplanes I have flown. All of them are special, but safety and the ability of the airplane is primary. **NEVER do aerobatics in a airplane that it is not rated for it!**

I hope to see you all at our next meeting!



Add valid until August 2020

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Zenith Zodiac 601XL-B - 2008 - ELSA (Experimental Light-Sport) 284 hrs Airframe and Engine - Rotax 912 UL (80hp). All ADs complied with. Located at San Geronimo Airpark (8T8). Call or Text Rafael Cortes, 787-644-7828 Asking \$23,000

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## SEPTEMBER MYSTERY PLANE REVEALED

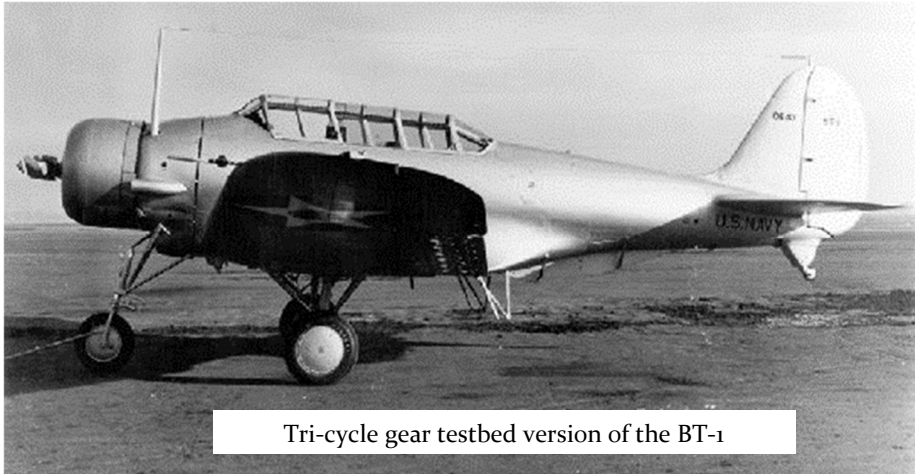
DOUG APSEY

Congratulations to Charlie Brame and David Baker for correctly identifying our September mystery airplane as the Northrop BT-1. The BT-1 was a pre-WWII single engine dive bomber built by the Northrop Corporation for the US Navy. The prototype BT first flew on 19 August, 1935.

The production version of the BT was designated the BT-1 and was powered by a 825 hp Pratt & Whitney R-1535-94 radial engine. It was fitted with perforated split flap "dive brakes" that became standard on the dive bomber designs that followed. These eliminated tail buffeting during the steep dives required for dive bombing runs. Another unique feature was the semi-retracting main landing gear that

retracted back into the distinctive fairings or "trousers" beneath the wings. The BT-1 carried a crew of two, the pilot and a gunner. It had a cruise speed of 192 mph and a range of 1,150 miles. Armament was a single 1,000 lb bomb carried under the fuselage plus one 50 and one 30 caliber machine gun.

The BT-1 entered service with the Navy in 1938 and served aboard the USS Enterprise and the USS Yorktown. A total of 55 BT's were delivered to the Navy, the prototype BT and 54 BT-1's. There was also a single tri-cycle gear version of the BT-1 produced that became the first tri-cycle gear aircraft to land on an aircraft carrier. Unfortunately, the design had a reputation for poor low speed handling characteristics and was prone to unexpected rolls – not a desir-



Tri-cycle gear testbed version of the BT-1



Wikimedia.org

able trait for an aircraft intended for use on an aircraft carrier. This resulted in several accidents and an early retirement for the BT-1.

The final variant of the design was the BT-2 which included several design modifications including landing gear that folded laterally into the wings and eliminated the distinctive "trousers", leading edge slats and a redesigned canopy. The Navy ordered a total of 144 of these which were re-designated the Douglas SBD-1 and SBD-2 Dauntless after Northrop became a division of Douglas Aircraft. There appears to be no surviving examples of the Northrop BT series of aircraft.

The source for this article: [https://en.wikipedia.org/wiki/Northrop\\_BT](https://en.wikipedia.org/wiki/Northrop_BT)



## NAME THE PLANE

DOUG APSEY

The October mystery airplane was suggested by our EAA Chapter 35 Membership Chairman, Ron O'Dea. Who will be the first to email me at [dapsey@satx.rr.com](mailto:dapsey@satx.rr.com) with the following information about this month's mystery airplane?

1. What is its designation/name?
2. What aircraft manufacturer built it?
3. What year did it first fly?
4. How many were built?
5. What was its primary mission?



Larry and Diane Geiger not only are new members of the EAA chapter, but they purchased a home and hangar here at the airpark as their winter home. Welcome!

We love Lincoln Nebraska but we are not too excited about the cold winters in Nebraska as we get older. We are semi-retiring and wanted to find an airpark in the south where it is a bit warmer. We found San Geronimo Airpark as our Texas home and we're so excited to be a part of it!

Larry is a private fixed wing pilot and a commercial rated helicopter pilot, having flown relief missions for Hurricane Harvey and Nebraska Floods.

We have an RV-10, RV-7 and a Robinson R-44 Helicopter. Larry's hobbies are building airplanes, me-

chanical work, welding, machining, and flying.

Diane is not a pilot but enjoys being Larry's "Co-pilot" and especially loves riding in the Robinson R-44. She enjoys flower gardening, cooking and baking, bicycling, and pickleball.

We're both passionate about fundraising. We've organized and have donated several aircraft rides for fundraising events. Our biggest fundraisers have been for Breast Cancer Survivors and Childhood Cancer.

We are excited and looking forward to meeting and getting to know everyone in the surrounding



community!

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## CHAPTER CALENDAR — CONTACT EAA35VP@GMAIL.COM - PROGRAMS ARE TENTATIVE AND SUBJECT TO CHANGE!

OCTOBER	10	11:30 ZOOM: 11:30 social; Program: Aerobatics, with Andrea McGilvray
		Board of Directors Meeting to follow
	16	6:00 pm VMC Club; 7:30 pm Movie
	17	Optional Activity (Fly-Out/Rally) TBA 
NOVEMBER	14	11:30 <b>Annual Membership Meeting</b> and Election of Officers CHILI COOKOFF and Awards immediately following the meeting
	20	6:00 pm VMC Club; 7:30 pm Movie
		Optional Activity (Fly-Out/Rally) TBA 
DECEMBER	12	<b>CHRISTMAS PARTY</b> 11:00 Social Hour; 12:00 Lunch Gift Exchange to follow (~\$15 target for gifts but that's up to you! See newsletter for more details)
	18	6:00 pm VMC Club; 7:30 pm Movie

## INTERESTING UPDATE:

Alodine Coating - Henkel NAME CHANGE!! NOW it is called BONDERITE M-xxxxxx—see link:

<https://ad.easa.europa.eu/ad/HQ-18-09R1/print>

## UPCOMING EVENTS

## Aviation Calendar of Events websites

Aero Vents <http://AeroVents.com>

EAA <http://www.eaa.org/calendar>

Fly-ins <http://www.flyins.com>

Fun Places <http://funplacestofly.com>

Social Flight <http://socialflight.com>

Council of Air Shows <https://www.airshows.aero/Page/ASCalendar>

Milavia <http://milavia.net>

EAA Facebook Page: <https://www.facebook.com/pg/ea35>

October 16-17 IAC Aerobatic Competition Llano—

PLEASE do not fly over the field—see NOTAM

October 23-23-25 Reklaw TX - 7TA7

November 14, Hatz fly-in Kingbury—Fall Wings & Wheels  
Fly-In 85TE.

November 7th 1pm to Sunday Nov 8t 9 am, KCVB—1st  
Annual Taildragger Convention and Swine Tasting. Join  
the Castroville Municipal Airport on 07 November 2020 for

the first annual Taildragger Convention and Swine Tasting. All airplanes will be parked and displayed on the grass area located south of the apron. Bring your chairs and aviation stories to be shared. The event will kick-off with the Young Eagle flights hosted by the EAA. We will then shift to the taildragger (and all other GA planes) rally. Pigs will be cooking the entire day. Bring what you would like to drink and enjoy this General Aviation fest. All who plan to eat MUST RSVP on the Facebook Event. We will need a count for the amount of Swine!

November 21, Flyin Hondo (KHDO) 11AM-3Pm. Airplanes! What else is needed? YOU! For more information call 210-413-7392. Call/TXT

<https://www.facebook.com/events/3731731446841827>



# EAA Chapter 35 Leadership



## Officers

<b>President:</b> (210) 875-9971	Darren Medlin <a href="mailto:president@eaa35.org">president@eaa35.org</a>	<b>Vice President:</b> 210-878-5561	Chuck Fisher <a href="mailto:vicepresident@eaa35.org">vicepresident@eaa35.org</a>
<b>Secretary:</b> 503-933-8264	Paul Wurster <a href="mailto:secretary@eaa35.org">secretary@eaa35.org</a>	<b>Treasurer:</b> 210-493-5512	Dee Brame <a href="mailto:DeeB@satx.rr.com">DeeB@satx.rr.com</a>

## Board of Directors

Past Presidents	At Large
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Kris Kelly, Director 210-621-5405 <a href="mailto:krisikekelly@att.net">krisikekelly@att.net</a>	Brian Goode 727-709-1159 <a href="mailto:ladybgoode@msn.com">ladybgoode@msn.com</a>
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## Chairpersons

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<b>Air Academy:</b> 210-256-8972	Maarten Versteeg <a href="mailto:maarten.Versteeg@sbcglobal.net">maarten.Versteeg@sbcglobal.net</a>	<b>Newsletter Editor:</b> 210-413-7392	Andrea McGilvray <a href="mailto:eaa35news@gmail.com">eaa35news@gmail.com</a>
<b>VMC:</b> 787-644-7829	Rafael D. Cortes <a href="mailto:eaa35vmclub@gmail.com">eaa35vmclub@gmail.com</a>	<b>Scholarship Coordinator:</b> 210-528-1076	Frank Covington <a href="mailto:eaa35scholarship@gmail.com">eaa35scholarship@gmail.com</a>
<b>Young Eagles:</b> 210-693-9816	Brian Smith <a href="mailto:youngeagles@eaa35.org">youngeagles@eaa35.org</a>	<b>Groundskeeping:</b> 210-289-1780	Tim Carter <a href="mailto:TexasTimCarter@gmail.com">TexasTimCarter@gmail.com</a>
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# Country Store

By RICHARD VINAS

I hope we are all almost done with social distancing and can meet again soon. What better way to feed your nostalgia for the good old days of Chapter 35 meetings than with another shirt or some Chapter merchandise! As it turns out, I know a guy who can get you those special shirts, koozies, stickers, and even WashWaxAll for sprucing up the airplane after a hot summer of flying. Feel free to plan ahead for Christmas gifts, as well. Who wouldn't love to get a "Remove Before Flight" keychain as a stocking stuffer? By contacting me, you can order from the Country Store and still maintain a social distance. Let me



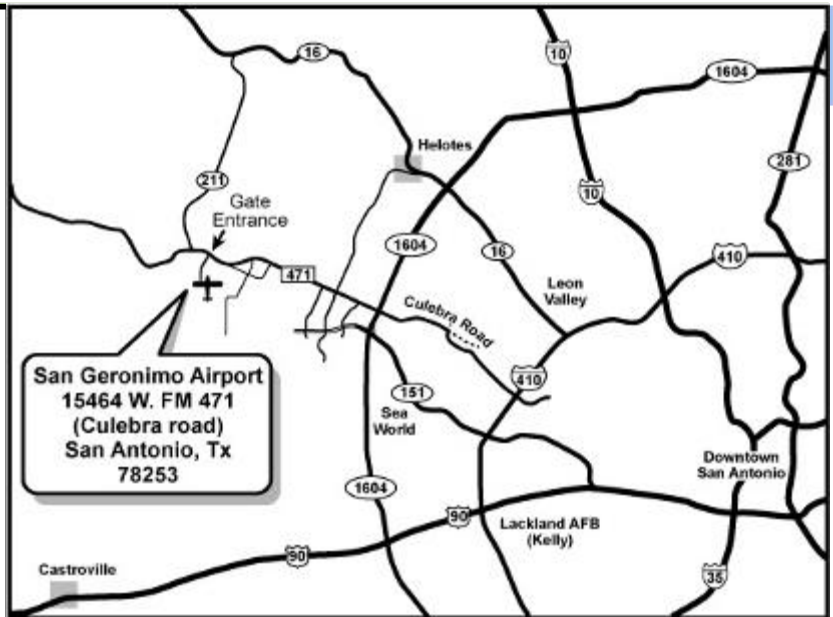
know what you want, and I can get it for you (or order it). You can email me at [vinas@sbcglobal.net](mailto:vinas@sbcglobal.net), although I have been known to go a few days without checking my messages. It might be better to call me at (210) 912-1699 if you need a home delivery of any products, shirts, or any merchandise from the Country Store. Have koozies, will travel. Even to Bandera!!!



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# **Chapter 35 meets Each Second Saturday of the Month**



EAA Chapter 35 is part of the worldwide network of EAA chapters. EAA embodies the spirit of aviation through the world's most engaged community of aviation enthusiasts. EAA's 170,000 plus members enjoy the fun and camaraderie of sharing their passion for flying, building and restoring recreational aircraft. Our clubhouse and building facilities are located at San Geronimo Airpark (8T8) located off FM 471 (Culebra Rd) West of San Antonio.

For 60 years Chapter 35 has represented aviators of creativity who share a passion for flying. Come join us!

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